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## DEATHS.

McHARDY.—At the Government Civil  
Hospital, on the 5th December, DAVID  
McHARDY, the dearly beloved husband  
of ISABELLA SMITH. Deeply mourned.  
[1427]

MOORE.—At the Government Civil Hos-  
pital, on December 6th, AGNES MARY,  
wife of Dr. WILLIAM B. A. MOORE.  
[1428]

HONGKONG OFFICE: 104, DES VIGUE ROAD C.  
LONDON OFFICE: 191, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, DECEMBER 8TH, 1914.

DR. MONZ BUSCH, the BOSWELL of  
BISMARCK's "table talk" tells that the  
Prince sometimes in a low and moody  
state of mind would soliloquise aloud in  
this tragic strain: "Nobody loves me  
for what I have done. I have never  
made anybody happy, not myself, nor  
anyone else. But how many have I made  
unhappy? Had it not been for me,  
three great wars would not have been  
fought; eighty thousand men would not  
have perished; parents, brothers, sisters  
and widows would not have been bereaved  
and plunged into mourning." One  
wonders whether the KAISER WILHELM  
ever finds the time to indulge in similar  
searchings of heart? The Franco-German  
War, of 1870-71, according to the account  
published by Field-Marshal Count  
HELMUTH VON MOLTKE, cost the Germans  
624,000 officers and 123,453 men. What the  
present war will cost Germany is too  
appalling to contemplate. Careful  
estimates already place the number of  
German victims at nearly two millions in  
killed, wounded and prisoners—and the  
war has been in progress only a little over  
four months. In comparison with the

Franco-German war of 1870-71, which  
lasted but seven months, it will be seen  
that Germany's losses have been enor-  
mously greater, and we are yet a long  
way from the end of the war. Well  
might the KAISER ask himself what  
prospect there is of making his people  
happy by such a disastrous war, for there  
can be no hope of a successful issue for  
Germany. On the west the German Army  
is held in check. The army in the east  
can do nothing that is likely to be of  
permanent benefit to Germany. The

success which the German Army in  
Poland is reported to have  
gained against the Russians at Lodz is  
but a Pyrrhic victory. It has been  
achieved at the cost of appalling  
sacrifice. Two weeks ago Lord  
KIRCHENER announced that the German  
losses in this region were heavier than  
any they had previously suffered in the  
war, and when we remember the enormous  
losses they have had in the battles on the  
western front, the list from Poland must  
be, indeed, appallingly lengthy, though  
the Berlin War Office declines to regard  
the losses as "colossal." And of what  
avail can the occupation of Lodz be  
to them? The further they penetrate  
into Poland the weaker they must become  
on the western front; and, after all, they  
can never establish themselves perma-  
nently in Poland. The telegrams of the  
last few days, which have told us of  
the large forces the Germans have rapidly  
brought into this region from Germany  
and the western theatre of war, have  
prepared us for a Russian retreat, after  
the failure to envelop the original  
German force. In the slowness of  
its movements lies the principal  
weakness of the Russian Army, but  
we may be sure that the last battle  
around Lodz has not yet been fought.

We are told in a telegram from Petrograd  
to-day that the Russian plan is to destroy  
the German army in Poland, if possible,  
and if not to operate so as to compel  
Germany to throw into Poland increasing  
reinforcements and to relieve the allies  
in the western theatre. At any rate if  
there has been a retreat from Lodz it  
appears to have been a successful one, and  
while the fighting in the Eastern theatre  
is demanding greater efforts on the part  
of Germany the time is ripening for a general  
forward move by the Allies on the western  
front. Germany has learnt by bitter  
experience that the incessant and  
restless energy of her troops which  
achieved so much against the French in  
the War of 1870-71 has resulted, but in  
terrible losses to themselves in the present  
war. When the German Army finds  
itself after four months of hard fighting,  
unable to advance in France but is being  
steadily pressed back, little by little, it is  
not surprising to learn that the captured  
German officers are less optimistic than  
they were, and freely confess that  
German strategy has failed. The  
Allies have never since the war began had  
more reason than they have to-day to be  
confident of final victory.

Mr. C. S. Gubbay, of Messrs. E. D.  
Sassoon & Co., has joined the Board of the  
Canton Insurance Office, Limited.

A Sale of Work is announced to take  
place at St. Paul's College on Saturday,  
the 19th inst., in connection with the  
Young Women's Christian Association.

The Bishop of Victoria will to-day  
continue his course of Advent lectures for  
ladies, at 10.45 a.m., in his private chapel  
at St. Paul's College. The subject to-day  
is the parable of the Ten Virgins.

Mr. N. Railton, of No. 1, Cameron  
Road, has reported to the police that a  
thief entered his room on Saturday night  
and stole a gold watch and chain, valued  
at \$100, a pair of sleeve links worth \$30,  
and \$5 in money.

Major-General F. H. Kelly, C.B., has  
received a telegram from the Secretary  
War Office, London, stating that Captain  
E. H. Kelly, R.E., is reported as wounded  
in the right shoulder, hand and leg, by a  
hand grenade. His condition was  
improving on 3rd December.

At the Magistracy yesterday a Chinese  
was charged with the larceny of 31lbs.  
of lead from the Kowloon Wharf and  
Godown Company's premises. It appeared  
that the man had been at work on the  
wharves, and it was alleged that he had  
stripped some of the piles for the lead.  
Defendant, who declared that he had  
saved the lead, was sent to goal for a  
fortnight.

It is announced in Church Notes that  
St. John's Cathedral Church Body has  
appointed the Rev. H. G. H. Griffith,  
Curate of Abberdare, to the post of As-  
sistant Chaplain. It is hoped that Mr.  
Griffith will leave in January. He  
graduated at Jesus College, Cambridge,  
and was at Llandaff, Theological College.  
He is strongly recommended by Rev. F.  
T. Johnson, who has been acting for the  
Church Body, and by Bishop Mont-  
gomery.

The many friends of Mr. T. H. G.  
Brayfield, partner in Messrs. Carmichael  
& Clarke, will be interested to hear that  
he has volunteered for active service. He  
went home in May last for a year's holi-  
day, but in September he joined a Corps  
of Engineers formed from the Institutes  
of Civil, Electrical, Mechanical and  
Marine Engineers. This Corps, about  
600 strong, has been under training at  
Deal, and it was expected that it would  
proceed to the Front early this month.

A daring armed robbery occurred at  
No. 5, Shanghai Street, Yumati, on  
Saturday. A rent collector named Cheng  
Mui had opened the door of the house with  
the object of allowing a friend to depart,  
when five men, all of whom were armed  
with revolvers, suddenly appeared. They  
forced their way into the house, compelled  
the occupier to go into the kitchen, and  
also confined the foks. The robbers then  
ransacked the place, and stole \$71.20, two  
watches worth \$10, and about \$12 worth  
of clothing. One man has since been  
arrested on suspicion.

## DEATH OF MRS. W. B. A. MOORE.

We regret to record the death of Mrs.  
Moore, wife of Dr. W. B. A. Moore, As-  
sistant Superintendent of the Govern-  
ment Civil Hospital. Death took place  
at the Hospital on Monday evening after  
a short illness from kidney trouble.

The funeral took place at the Happy  
Valley last evening, the ceremony being  
conducted by the Rev. H. Copley Moyle.  
Among those who attended the funeral  
were the Hon. Mr. J. H. Kemp (Attorney-  
General), Dr. T. C. Johnson (Principal  
Civil Medical Officer), Dr. W. V. M.  
Koch, Staff-Surgeon Hunt, R.N., Dr.  
Francis Clark, Dr. McKenney, Dr.  
Smalley, Dr. Keyt, Dr. Coleman, Dr.  
Macfarlane, Dr. Gibson, Mr. Adam  
Gibson, Mr. E. Brown, Mr. T. L. Perkins,  
Mr. McElderry, Dr. Evan Jones, Mr.  
Parker Rees, the Matron of the Hospital  
(Miss Makor), Sisters Gorham, Lee,  
Barrow and Sloan, and other friends. A  
large number of floral wreaths also  
testified the sorrow and sympathy of  
many friends with Dr. Moore in his sad  
bereavement.

THE MURDEROUS ATTACK ON A  
EUROPEAN AT QUARRY BAY.

THREE MEN COMMITTED FOR TRIAL.

At the Magistracy yesterday Mr. F. A.  
Hazelard took evidence in the case in  
which three Chinese were charged with  
attempted robbery at the residence of Mr.  
Alexander Carmichael, at Quarry Bay,  
and with attempting to murder the latter.

Defendants pleaded guilty to attempted  
robbery, but denied the second charge.

The complainant, Mr. A. Carmichael,  
deposed that he was an engineer at Tsikoo  
Sugar Refinery, and lived at the Jess  
House, Quarry Bay. It was called the  
Jess House because there was a Chinese  
temple behind it. On the night of the 30th  
November he went to bed at 9 o'clock, and  
was awakened at about 2 or 3 a.m. by a  
man's hand closing over his throat. There  
were three men in the room. Witness  
endeavoured to secure a spittoon from the  
floor by the side of the bed to defend  
himself, but was prevented by one of the  
robbers, who held his hands. Witness was  
struck two heavy blows on the head, which  
rendered him nearly unconscious. During  
the whole of this time one of the men  
had been trying to put a wooden gag in  
his mouth. Subsequently, in reply to his  
shouts for assistance, one of the watchmen  
came up. Soon afterwards an Indian  
policeman and another Indian watchman  
arrived, and the three men were arrested.

The Indian constable stated that the first  
watchman came up to him, and asked if  
he had heard noises proceeding from the  
complainant's house. Witness replied in  
the affirmative, and they then went to  
investigate. On entering the first floor  
of the house he saw the complainant lying  
on the bed and struggling with three  
Chinese. One of them held him by the  
throat, and was trying to throttle him,  
another was holding his legs, while the  
third was trying to put a wooden gag into  
complainant's mouth. A third Indian  
watchman came up and all three of the  
men were arrested.

The Medical Superintendent of the  
Government Civil Hospital (Dr. W. V. M.  
Koch) deposed that Mr. Carmichael was  
admitted to the hospital on the morning  
of the 1st inst. There were a large number  
of scratches on the upper part of his chest  
and his throat, which appeared to witness  
to have been caused by finger nails. The  
right side of his face was bruised and  
swollen and there were two large cuts on  
the back of the head, above the right ear.  
His voice was hoarse, and he complained  
of pain in the throat when swallowing.  
The wounds on the scalp must have been  
caused by something sharp.

His Worship told the defendants he  
intended sending them for trial at the  
Criminal Sessions.

## SUPREME COURT.

Monday, December 7th.

IN SUMMARY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR WM.  
REES DAVIES, K.C.).

A MONEY-LENDING ACTION.

Tsui Ho Yau, of 109, Second Street,  
trader, sued Lo Pak Shu, of 69, Con-  
naught Road Central, boarding-house  
keeper, for \$449.70, being principal and  
interest on two promissory notes, signed  
on the 1st September, 1913.

Mr. C. A. B. Russ was for the plaintiff,  
and Mr. C. Smith defended.

Mr. Russ said that the defendant was a  
boarding-house keeper, and the plaintiff,  
as was often the case, deposited money  
with this boarding-house and took  
promissory notes in exchange, withdraw-  
ing money from time to time. The fact  
that the money was advanced was not  
denied. The defence was that the  
plaintiff's nephew, who was in the employ  
of the defendant, at the latter's boarding-  
house, received an authority signed by  
the plaintiff to receive the balance of  
the money due. The nephew brought this  
authority to the defendant, and the latter  
paid the nephew. In answer to that, the  
plaintiff alleged that he never gave the  
nephew any authority, and that he  
especially told the defendant that he  
was not to trust the nephew, because he  
was very untrustworthy. Also that he  
(plaintiff) was quite in a position to  
collect the money himself; and, in fact,  
he did collect some of the money. There  
was no reason why the nephew should be  
paid. The only issue in the action was  
whether or not the nephew was paid by  
the defendant.

After hearing evidence, his Lordship  
said that he entirely discredited the  
evidence of the nephew, and said he  
could not put much reliance on the  
defendant's evidence. If the defendant  
was fool enough to repay money to the  
plaintiff's nephew, when he knew he  
could pay the plaintiff himself, he must  
put up with the consequences. Judgment  
for plaintiff with costs.

CONDEMNATION OF THE  
"TANNENFELS."

PRIZE COURT PROCEEDINGS.

An application was made to the Chief  
Justice, sitting in Prize, at the Supreme  
Court, for the condemnation of the Hansa  
liner Tannenfels, her freight and cargo.

The Attorney-General (Hon. Mr. J. H.  
Kemp), instructed by the Crown Solicitor  
(Mr. P. M. Hodgson), represented the  
Crown, and said there was no claim in  
this case either for the ship or the cargo.  
The only cargo on the vessel was coal,  
which was released under an order of the  
Court, and with the consent of the Crown,  
to a British claimant, a firm in Singapore.  
He would suggest that his Lordship should  
hear the case on the affidavit of the late  
Master of the Tannenfels. It stated that  
on the 15th July, the ship left Newcastle,  
New South Wales, for Singapore with  
7,150 tons of coal, exclusive of bunkers;  
that the ship was owned by the Hansa  
Line, of Bremen, and registered at  
Bremen, and that she flew the German  
flag. Each of those two statements would  
be sufficient to condemn the ship. The  
Attorney-General added that he under-  
stood that the ship discharged part of her  
cargo at Singapore when the war broke  
out, and she suddenly slipped out in the  
night. Freight was payable in respect  
to the cargo handed over to the British  
creditor, and he would ask his Lordship  
to condemn the freight as well as the ship.  
Most of the freight had been paid. There  
was no dispute about it, but he thought  
his Lordship should make the judgment  
complete. There was also a small quantity  
of perishable stores on board, and they  
were also sold under the order of the  
Court. He asked his Lordship to condemn  
the stores also.

In answer to the Chief Justice, the  
Attorney-General said that the ship was  
seized by the torpedo-boat destroyer  
Chelmer.

The Court gave judgment that the  
Tannenfels was a good and lawful prize,  
and pronounced its condemnation.

## "THE UNMUSICAL FAR EAST."

Under this heading a recent Lon-  
don paper contains the following:—

"Lack of appreciation of serious  
music was stated in London Bankruptcy  
Court to be the cause of the failure of  
Herbert Warwick Withers, a professional  
violinist, who incurred losses in  
a musical tour in the Far East. He  
stated that he started the tour with  
the Concert Company. He borrowed £350 to  
start with, and toured India, Ceylon,  
Burmah, Java, Hongkong, Shanghai,  
Japan and Honolulu. The tour termi-  
nated at Yokohama at the end of eighteen  
months, by which time he had lost about  
£1,500 on the venture, most of it  
having been borrowed. It was a finan-  
cial failure owing to the lack of interest  
which people in the East took in serious  
music. The examination was concluded  
upon accounts showing liabilities of about  
£1,500 and small assets."

BRITISH EFFORTS FOR  
GERMAN TRADE.

THE MARKET IN CHINA.

[CONTINUED.]

There is ample evidence just now that  
the British manufacturer is busily  
employed in looking after trade in most  
parts of the world. From the commence-  
ment of this great war the importance  
of the commercial struggle was  
emphasised. The Board of Trade has a  
Commercial Intelligence Department,  
which has carried out a vigorous  
campaign on behalf of the Britisher. The  
Colonies followed the lead of the old  
country, and one result was that, in the  
Empire, German goods became very  
unpopular. More recently we have had  
practical evidence of the policy of the  
British Government, for all of the  
German firms in this Colony are in  
liquidation. German shipping has  
disappeared from the face of the  
waters, and German trade in  
China must be in a state of stagnation.  
Is the British manufacturer obtaining  
any benefit from the disappearance of  
his most strenuous competitor in the Far  
East? Is he picking up the connections  
abruptly broken by the cessation of  
German shipping? Will the war enable  
the Britisher to so firmly establish  
himself in the growing market of China  
that he will be in a position too securely  
entrenched for the German to attack  
successfully later on?

THE BRITISH ENGINEERS' ASSOCIATION.

Nearly three years ago there was  
formed the British Engineers' Associa-  
tion. The undisputed object of this  
body of manufacturers was to put up a  
fight against the Germans for engineer-  
ing trade in China. Its birth was  
heralded with an outburst of vituperation  
by some of the technical papers of  
the Fatherland. They attempted to kill  
it by downright abuse and the coarse  
ridicule which has been popular with  
their readers. After a few months we  
heard of the formation of a Society in  
Germany, closely aided by the State,  
whose object was stated to be that of look-  
ing after German engineering interests  
in China. "Imitation is the sincerest  
form of flattery"—the slow-moving  
Teuton had discovered that, after all, the  
British Engineers' Association was a  
menace to German trade influence. We  
can imagine the indignant German  
manufacturer's representation to his  
Government, and the latter's immediate  
promise of assistance. The result was  
an ambitious programme for the German-  
isation of all engineering work in the  
Far East.

Long before the British Engineers'  
Association was formed the German  
engineers had made determined efforts  
to push their products in China. They  
took long views and they planned for the  
future. They grasped, right from the  
beginning, that one of the most efficient  
methods of securing their ends was to  
establish technical schools in China, as  
well as to persuade young Chinese to  
attend their Universities in Germany.  
There were difficulties in the way, for  
German was a language not popular in  
the Far East. But whatever the views  
of the German military people may be,  
it is only fair to the German engineer  
to say that he possesses the great virtue  
of "doggedness." Moreover, he is always  
certain of support by his Government.  
Therefore, he commenced, in no small  
way, to make young China think  
Technically in the practical realms of  
applied science.

THE GERMAN WAY.

The writer has by him a sample of the  
methods employed. A German technical  
school was founded in North  
China and the funds were obtained  
in that mysterious way which  
leads to one conclusion only—  
Government support. It was only a  
portion of the problem solved, however—  
the building of the school or Univer-  
sity, to train in technology. The  
equipment of these places is the expensive  
part. How was the equipment to be  
obtained?

The method employed was quite typical  
of the German Government. A letter on  
the table now being used by the writer  
exposes the crude and bullying system.  
Various firms in Germany, on the  
Admiralty and War Office list, were  
written to by Government officials, and  
they were informed that they must  
supply equipment for a certain German  
school of technology in China. If they  
failed to do so they would be struck off  
the German War Office and Admiralty  
lists.

There is a great deal of mystery about  
German centres of Applied Science in  
China. There is a school in Shanghai  
which the writer endeavoured to visit a  
few months ago. Unfortunately all his  
efforts were fruitless, as "the time was  
so inconvenient." It is difficult for  
anyone who is neither Chinese nor German  
to see this school, but some of the British  
engineers in Shanghai say that it is  
splendidly equipped. It is, of course,

a fallacy to assume that the Germans  
will give up these methods when they  
are beaten on the battle fields. The  
school of technology in Shanghai will be  
enlarged and developed.

THE BRITISH WAY.

Upon its formation one of the first  
things which the British Engineers'  
Association did was to support all efforts  
to educate the Chinese in Applied  
Science. They urged that Britishers  
should take a foremost part in this work,  
and they did everything in their power  
to assist the efforts made in Hongkong.  
There was no question of coercion; free-  
will offerings were asked for and were  
given. At the present moment there is  
a great wave of patriotism stirring every  
Britisher, but it is only fair to remember  
that, long before the war, British  
engineering firms frequently gave  
practical evidence of these feelings which  
we prize now more sincerely than was  
fashionable a year ago. They com-  
plained, and they probably had some  
reason for the complaint, that they were  
not assisted by their own countrymen in  
China. It is not altogether improbable  
that if visits were made to the power  
stations in Canton, Hongkong and  
Shanghai, German machinery would be  
seen; British engines and accessories  
might well have found a place. That is,  
let us hope, past history; perhaps one  
of the lessons of the war which will be  
carried home to the British commercial  
man is that efforts should be made to  
support the trade of his own country.

THE TRADE IN CHINA.

The immediate problem which is before  
us all is, How can we help the old  
country? There are some who think that  
we are so far away that a subscription  
to the Prince of Wales' Fund and  
enlistment as a special constable solves  
the problem. But that will not do. It  
is the duty of every one of us—if we can  
do nothing better—to attempt to  
influence trade with and on behalf of  
Britain. A large number of the  
engineering works in that country have  
hundreds of their men in the firing line.  
The firms are paying half wages. It is  
at least our duty to help these firms.  
They want orders—they write out to  
Hongkong to know whether there is any  
chance to obtain some of the trade that  
was so profitably obtained by our  
enemies.

It is difficult to see how the individual  
can help, and the immediate reply made  
by the Britisher in the East is that there  
is no trade. But in this trying period  
of waiting, opportunities occasionally  
come. Is everything being done to  
ensure that we shall obtain the trade  
when the recovery commences? The  
manufacturer at home is ready and  
willing to consider suggestions which  
will enable him to make machinery for  
the Chinese market. It is necessary to  
convince the Chinese of the advantages  
of mechanical appliances.

When we mention Christian missionary  
work in China there are some Britishers  
who enthuse and others who abuse.  
When we talk about the prestige of the  
British Empire there is no difference of  
opinion. We might all of us become  
missionaries of Empire. We might  
represent to our Chinese friends how  
advantageous it is for their own interests  
to develop their mines and to control their  
rivers. And we might see to it that British  
machinery has, at any rate, a fair chance.  
Germany is down just at present, but,  
despite the smashing blows in store for  
her, at the close of the war she will be  
out in the Far East again, armed with  
the same old methods. Let us take full  
advantage of her temporary absence to  
establish connections and to push British  
interests. For the home firms need all  
the trade possible in order to provide  
employment and to alleviate suffering in  
Britain.

NEW DAIREN-TSINGTAO STEAM-  
SHIP SERVICE.

The *Manchuria Daily News* says: We  
have made mention previously in these  
columns concerning the proposed opening  
of a regular steamship service between  
Dairen and Tsingtao.

Messrs. Iwaki & Co., a pioneer Japa-  
nese shipping concern of Chefoo, which  
operated the Dairen-Chefoo-Tsingtao  
service with the *Nagata Maru* No. 20, 650  
tons, just prior to the outbreak of the  
war about Kiaochow, have applied to the  
Kwangtung Government for permission  
for the inauguration of a weekly service  
between Dairen and Tsingtao.

We learn on reliable authority that the  
proposed service, when established, will  
be worked under Kwangtung Government  
subsidy conjointly with the Dairen  
Steamship Co., which had already  
received the endorsement of the proper  
authorities for the Company's proposed  
route between the above ports. The  
S.M.R. Co. is reported to have come to  
a decision to make the present Dairen-  
Shanghai liners *Sakaki Maru* and *Kobe*  
Maru call at Tsingtao on both outward  
and homeward voyages. The shipping  
returns of the port of Tsingtao for 1913  
were—

	No. of Vessels.	Net Tonnage.
German steamers	556	1,162,450
British	510	894,783
Japanese	518	470,816



# THE WAR.

[THROUGH REUTER'S AGENCY.]

## THE RUSSIAN OPERATIONS.

### REPORTED GERMAN OCCUPATION OF LODZ.

LONDON, December 7th.  
3.10 a.m.

It is officially announced in Berlin that the Germans occupied Lodz on Sunday afternoon, and that the Russians after severe losses, are retreating.

LONDON, December 7th.  
7.00 a.m.

An official announcement at Petrograd states that there was no essential modification in the situation on Saturday. Fighting continues, and the German attacks had been repulsed.

The *Morning Post* correspondent at Petrograd says the Russians at present have no desire to drive the Germans across the frontier, but wish to keep them in Poland—destroy them if possible, or at any rate compel them to bring increasing reinforcements, and thus relieve the Allies in the western theatre. The Germans now in Poland, the correspondent adds, are as strong as they were at the outset, though they have lost half their original numbers.

## THE STRUGGLE IN FRANCE AND BELGIUM.

LONDON, December 6th.  
4.55 p.m.

Today's Paris *communiqué* says:—

Near the ferryman's house our heavy artillery destroyed a small German fort. The enemy vainly endeavoured to re-take Woldendrecht.

Absolute calm prevailed on the remainder of the northern front, and also along the Aisne.

Our heavy artillery was most active in Champagne, and replied successfully, beating the enemy's batteries.

The sapping war continues in Argonne. We continue to advance slowly, repelling all the enemy's attacks.

We also progressed south-east of Varennes, where the German artillery was reduced to silence.

There is nothing noteworthy to report from the remainder of the front.

LONDON, December 7th.  
2.30 a.m.

This evening's Paris official *communiqué* states that there is nothing to report.

### THE KING'S VISIT TO THE FRONT.

LONDON, December 7th.

The *Court Circular* states that the King during his visit to France was able to see practically all the troops except those actually in the trenches. His Majesty visited Headquarters, all the Army Corps Divisional Commanders and many of the base Field Hospitals.

The Maharajah Pertab Singh and the Maharajah of Bikanir were in attendance upon His Majesty.

### HIGH DECORATION FOR BRITISH COMMANDER-IN-CHIEF.

LONDON, December 6th.

His Majesty the King has personally conferred the Order of Merit on Field-Marshal Sir John French, the British Commander-in-Chief.

### SERBIAN SUCCESSES AGAINST THE AUSTRIANS.

LONDON, December 7th.

An official announcement at Nish states that the Serbians have everywhere repulsed the Austrians and took 2,400 prisoners including two Generals and four complete batteries.

### WEEK END SPEECHES.

#### INVASION OF GERMANY PROGNOSTICATED.

LONDON, December 7th.

The Right Hon. Mr. Walter Runciman, President of the Board of Agriculture, in the course of a speech in London remarked that the one army on the continent which was monthly growing bigger was the British, and he confidently believed that early next year we would have a sufficient force on the Continent to turn the tide and to sweep out of Belgium the enemy's forces that had devastated it; and Germany, before many weeks might experience an invasion.

#### LOYALTY OF THE IRISH.

Mr. John Redmond, in a speech at Tuam, quoted official figures showing that on November 30th there were 89,000 Irishmen, including 55,000 Catholics, on service with the colours, excluding thousands who were recruiting in Great Britain and with the forces of the Dominions. When war broke out 55,489 Irishmen enlisted, including 16,442 Nationalist Volunteers. Moreover, the Irish Brigade would shortly be completed and manned entirely by Irishmen, with the word "Ireland" on the badge of the cap.

[THROUGH REUTER'S AGENCY.]

## PORTUGAL AND THE WAR.

### IMMINENT POSSIBILITY OF PARTICIPATION.

LONDON, December 6th.  
2.30 p.m.

A telegram from Lisbon says that a semi-official Note issued to-day announces that in view of the imminent possibility of participation by Portugal in the war, it has been suggested that a Coalition Cabinet should be formed, in which all the party leaders should be included. Consequently, the Cabinet had proposed to the President that he should dissolve the Cabinet.

The President has up to the present come to no decision.

[OFFICIAL TELEGRAM FROM FRENCH GOVERNMENT.]

### FRENCH AVIATORS DROP BOMBS ON GERMAN AVIATION HANGARS.

French aviators dropped bombs on the aviation hangars at Fribourg, in Fribourg, their object being attained.

### PANAMA CANAL REGULATIONS.

The Governor of the Panama Canal under date of October 21st, 1914, has issued a notice to the effect that vessels not taking on or discharging freight or passengers, in the canal zone will not be charged for pilotage. Under date of October 15th, 1914, the following notice is issued to steamship lines:—

1.—The attention of the Canal authorities has been called to the fact that several of the firms whose vessels have been using the Panama Canal have seen fit to employ agents on the Isthmus, to take care of the interests of their vessels in regard to the payment of tolls and minor charges.

2.—This is not only unnecessary, but frequently results in delays which might otherwise be avoided were their business done direct with the Panama Canal.

3.—Ship owners are informed that provision has been made in accordance with Canal regulations, by which deposits to cover tolls can be made with any of the Assistant Treasurers of the United States, who are to be found in larger seaports, or with the Assistant Auditor of the Panama Canal at Washington, D.C. As soon as these deposits are made cable information is sent to the Panama Canal.

4.—In case a vessel should desire to purchase coal or supplies at either terminal port, or contract a bill for pilotage or towage, deposits to cover these expenses can be made in the same way as for tolls.

5.—The price of coal at Cristobal is \$3.40 per ton, and at Balboa \$3.40 per ton. Tug service is at the rate of \$15 per hour. The probabilities are that unless a vessel be over 15,000 gross tonnage there will be no charge for tug service; nor will there be any charge for pilotage for a vessel in transit through the Canal unless she takes on or discharges freight or passengers in a terminal port.

6.—It is advisable that deposits be made somewhat in excess of the tolls, cost of supplies, and charges for services, so that there will be sufficient funds available to cover bills not anticipated, since all bills are payable in advance before a vessel is allowed to enter the Canal or clear from Canal waters.

7.—Vessels that require answers to cables should prepay them or else deposit sufficient funds to cover in the same way as for tolls.

### THREATS OF "REPRISALS."

Germany, we observe, is still threatening "reprisals" against British subjects within her borders, says *The Times* of the 2nd ult. The threats were originally based on charges of systematic ill-treatment of German prisoners in this country. The charges were false. We took steps to have them fully investigated, and showed the other day that the testimony of the German prisoners in the concentration camp at Newbury utterly destroyed the fictions circulated in the German Press. Since then Germany appears to have taken similar steps on her own behalf. A telegram from Amsterdam quotes the *Standard* as stating on the authority of the German Foreign Secretary that the United States Ambassador in London, on the request of the German Government, has inquired into the treatment of German prisoners in this country. His report, says the *Dreadnought*, was made after a visit to several of the camps. He found that conditions were satisfactory. For all that, it is understood that "measures of reprisal" will shortly be taken in Germany if England is not prepared immediately to release all German prisoners.

We should not be inclined to take a report of this kind too seriously if most of the German papers had not been holding very much the same language. All this talk about "reprisals" in the German Press means one of two things. Either it is an attempt to frighten us by a policy of verbal "frightfulness," or the "reprisals" of which we hear so much are not to be reprisals at all, since their necessary corollary in Great Britain is non-existent, but mere savage ill-treatment of innocent and inoffensive people just because they happen to be in the power of their captors. In neither case should such threats be allowed to affect in the slightest degree our policy towards Germans in the British Isles. If they are nothing but empty bluster they will do us and ours no harm. If they are more than that we must meet them with courage and resolution, knowing that the petty vindictiveness which inspires them brings its own penalty.

### "OLD VON O'CLOCK."

SOLDIER'S THRILLING STORY OF NIGHT ATTACK.

A non-commissioned officer of the Devonshire Regiment, who is lying wounded in a London hospital, tells the following thrilling story:—

Old Von O'Clock—that's what we call von Kluck, partly because of his name and partly because his troops nearly always attack us at that time of the night—was at his tricks again the night I got hit, just over a week ago. I was on outpost duty, and was questioning the sentry in front, when something suspicious made him challenge sharply. In good English he got the reply, "Friend," and just as he had rapped out "Advance!" he dropped at my feet with a dozen bayonet thrusts. I sprang back, making enough row to alarm our chaps, and soon our pickets fell back all along the line before the oncoming enemy. A big party of Germans, horse and foot, were after our scouts, who were racing like mad to get to headquarters with the news of the enemy's onslaught, and the only way to stop the rush and give our chaps a chance of getting away was to throw ourselves into the narrow road along which the Germans had to advance.

There were not more than 400 of us, English and French, but we had a good position because the road was bounded on each side by two high walls, and the only free passage into the fields was through a farmhouse. Here we made our stand. The Germans came on in force, and we lay across the road around the farm until they had got so close that we couldn't help hitting them, when we let fly at them with a will. They staggered back like Scotchmen after closing time on Saturday night. Then they came on again, and we gave them the mistle as before, as the doctors tell the nurses.

They took it better this time, and didn't stop at all. We just managed to give them another good volley right in the front, and tore through their ranks like a double-handed saw going through a tree trunk. The front rank went down like Aunt Sally, and before we could fire again the whole mob behind were right on top of us with bayonet and clubbed rifles and swords and lances. Nothing could stop them, they were so wild, and soon they were hopelessly mixed up with us, slashing, cutting, thrusting, kicking, hacking, and swearing for all they were worth. They struck at anything in human form that showed itself or took their fancy, and as often as not they gave it to their own chaps. They saw red and wanted blood, so I suppose it didn't matter where they got it so long as they got it.

Anyhow, we got them clear in the end, and next time they came with artillery, and opened on the farmhouse where the Frenchmen were posted. Soon they had it ablaze, and the sparks and burning timber began to fall on to us. The whole place got too hot for the chaps inside as well, so we had to make a dash for camp, but that didn't matter now, because our men were coming out to meet the Germans, and we were safe.

They came close at our heels, and after a daisy of a fight were thrown back all along the line, while a counter-attack of ours succeeded in driving them back out of some of their trenches. That's the sort of thing that goes on out there every day of the soldier's life. The Germans get more than their share of the lickings that are going, and they must be fed up by now.

### THE BOMBAY COTTON FIRES.

BOMBAY, November 2nd.

The committee appointed to inquire into the causes of the fires on Colaba cotton green during last hot weather having submitted their report, the Governor-in-Council has no hesitation in accepting the conclusion arrived at by the committee that that unprecedented series of fires was due to wilful and fraudulent incendiarism, the motive for which is to be found in the exceptional conditions which characterised the cotton market during that season. It is not altogether a matter for surprise that in the absence of a definite clue the committee should have found itself unable to determine upon which of the several classes which stood to benefit by the destruction of large stocks of cotton the culpability for these conflagrations lay. This failure, regrettable as it is from the point of view of vindicating public commercial morality, has not precluded the committee from advancing a number of useful practical recommendations. The adoption of these recommendations is well calculated, Government thinks, to prevent the perpetration of similar acts of incendiarism in future and thereby save the cotton trade of the city from being subjected to the disability of excessive insurance rates, or even exposed to the danger of total dislocation by the insurance offices refusing to accept risks under any conditions.

## WAR NEWS.

### "BUSINESS AS USUAL."

Time and again we are reminded that "there are four-and-twenty ways of constraining tribal lays," and thought surely we had come to an end of them, but this war of ours has created yet another.

"Imperial Caesar dead and turned to clay might stuff a hole to keep the wind away," we know, though we did not think that the maxim England has chosen for herself in these days of stress could be turned so neatly into a cloak for other things than patriotism—should never have dreamed it of Englishmen anyway, and the varied forms of patriotism amuse us somewhat. We are well used to the patriotism of Jones, who gives \$1,000 because Smith next door has given \$500 and he feels he ought at least to go one better than that skunk, but

To every man there openeth  
A way, and ways to a way,  
And the High Soul climbs the High Way  
And the Low Soul gropes the Low;  
And in between on the misty flats  
The rest drift to and fro.  
And to every man there openeth  
A High Way and a Low  
And every man decideth  
The way his soul shall go.

The firing pot is for silver, and the furnace for gold, and in the winning wind of this furnace, created by the generous offer of this Colony's Government to give free passages to volunteers for the war zone we are depressed by glimpses of the mean small souls of those who "drift to and fro" amongst us, now discovered, who quietly and under the sheltering shade and mist of the watchword in England "Business as Usual" are putting every obstacle in the way of men who are not content to be among the vast majority (gloriously lessened now we know) who sit idly to the end beside what things they are born to—the earnings of other men, the savings of other women, afraid to go seeking after better lest they lose the good they have. Good forsooth, forgetting altogether do these same Captains of industry that he who loses his life shall say it, more now than ever in this great fight all over again for "leave to live by no man's leave underneath the law." We see how rightly we, some of us, merit the scathing title of "A Nation of shopkeepers," and we envy those brave men waking in the frozen dawns of Europe and before dusk draining the blood of their brave lives away, for there will ever be between them and the common men of this world one abiding difference, yes, to again paraphrase Elizabeth Robins, "as long as the meaziest in that crowd draws breath and holds to memory so long may he remember the brave and terrible days of the 1914 war and remember too the fine share he took in it."—Contributed.

### GERMAN PRISONERS IN JAPAN.

UNFOUNDED ALLEGATIONS OF ILL-TREATMENT.

The *Japan Chronicle* says:—

A Washington dispatch to Japanese papers states that according to "reliable information" emanating from Hongkong, the German prisoners in Japan have hitherto been receiving considerate treatment, but are now employed in the cleansing of the streets and drains, and complaints are consequently rising.

According to a Harbin message to America, the German prisoners in Eastern Siberia are in a miserable condition. They are in tatters, and bare-foot, and the food supplied is coarse and inadequate. Even invalids do not receive proper attention.

The purpose of these reports is obvious, and they are of a piece with many others which have been circulated. Of conditions in Siberia we can say nothing, as far as the treatment of the German prisoners in Japan is concerned, the whole story is not only false, but is one which the prisoners themselves would be the first to repudiate and to deplore. The German prisoners, so far as can be learnt, are receiving every care and attention from the Japanese authorities compatible with the circumstances in which they are placed. Yesterday morning, for instance, a batch of German prisoners passed through Kobe bound for Nagoya. They occupied three or four ordinary carriages, and save for Japanese soldiers placed at both exits there was nothing to differentiate them from ordinary passengers. The Germans were well clad in comparatively new uniforms, and seemed to be enjoying the trip. The attitude of the public was as proper as that of the authorities. Naturally, when the train stopped at Sannomiya, a large crowd assembled, but there was no demonstration of any kind, nor any utterance of hostile expressions. The taking of the officers up the river by launch to spare them the passage through the streets in Osaka is another instance of consideration towards prisoners to which it would be hard to find a parallel.

### ASSOCIATION FOOTBALL.

HONGKONG F.C. INTER-CLUB MATCH.

An Inter-Club Soccer match will be played on the ground of the Hongkong F.C. at Happy Valley on Wednesday, kick-off at 5 o'clock. Teams will be chosen from the following players:—W. C. Bond, W. Brewer, N. V. Croucher, Fraser, A. L. Gace, A. Hamilton, D. M. Larkin, R. F. Long, J. McCubbin, Mycock, C. Norris, W. V. Pennell, W. B. Ridden, G. A. Robinson, A. E. Schuit, J. Stalker, Stewart, Tod, Whitmarsh, P. W. Wilkie, and J. Young. Any of the above-named who are unable to play are requested to inform either the Hon. Secretary or the Captain. Any other members of the Club desiring to play are enjoined to so advise the Captain.

## INTIMATIONS

### RASH COVERED BABY'S HEAD

Also on Arm, Elbow, Neck and Face. Walked Floor Night After Night with Her. Used Cuticura Soap and Ointment. Now Quite Clear.

38, Derby St., Ormskirk, Lancs., Eng.—

"When my baby was twenty-three days old she was affected with sores on the right arm from her little elbow over the shoulder blade, up the side of the neck, and her face was covered. It first appeared like a red rash, then it broke out into small white blisters and then these broke and started running water, and formed into large sores. Baby used to start scratching them and her little face would pour blood. The right side all over was a mass of running sores. Also her hand was covered with the same disgusting eruption. We had to always keep her hand bandaged up and I have been compelled to walk the floor night after night with her, not being able to see her suffering so much."

"After using three cakes of Cuticura Soap and a large tin of Cuticura Ointment we noticed a great change in the sores drying up. She is quite clear and clean from any disfigurement at all."

"My eldest girl's head broke out in the same way. Thanks to Cuticura Soap and Ointment she has never had a return of it and she has a beautiful head of hair now." (Signed) Mrs. Sarah L. Biding, Jan. 17, '14.

### Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.

[98-16]

## THE IDEAL DISTEMPER

### "SYNOLEO"

(Registered).

THE question of wall decoration is one which should secure first consideration in the decoration of the home.

"SYNOLEO" is the Distemper supplied in a beautiful range of artistic tints, suitable for inside or outside use, which produces that soft velvet finish so looked for in modern House decoration.

"SYNOLEO" only requires the addition of cold water to make it ready for immediate use.

Send for tint book and fullest information to the Manufacturers:—

**WILKINSON, HEYWOOD & CLARK, LD.**

(HONGKONG BRANCH),

ALEXANDRA BUILDING.

Telephone: 763.

Hongkong, 17th November, 1914. [1863-3]

**CALDBECK, MACGREGOR & CO.**

(ESTABLISHED 1864).

## SOLE AGENTS FOR

### FALCON

### LAGER BEER

GOOD

CHEAP

NOT "MADE IN GERMANY."

SAMPLES FREE.

WHY NOT TRY IT?



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

U.O. Box, 58. Telephone No. 18.  
Codes: A.D.C. 5th Ed., Lieber's.  
Telegraphic Address: "Press."

## NEW ADVERTISEMENTS

Y. W. C. A.  
(WOMEN'S INSTITUTE).

MEMBERS and Friends are invited to a SALE OF WORK at ST. PAUL'S COLLEGE, on SATURDAY, 19th December, from 3.30 to 5.30 p.m.  
Hongkong, 8th December, 1914. [1429]

WILKINSON, HEYWOOD & CLARK, LIMITED.

VARNISH, PAINT AND COLOUR MANUFACTURERS, ETC., LONDON AND LIVERPOOL.

EXTRACT from the Minutes of the Meeting of Directors held on the 7th October, 1914: "Resolved that Mr. F. C. BANHAM be appointed Manager of the Company's Business in the Far East in succession to the late Mr. W. D. GRAHAM, and that he be authorized to describe himself as Manager, and the Secretary was instructed to forward Mr. BANHAM a certified copy of this Resolution."

THE HEAD OFFICE of the Company's Business in the Far East will be transferred to 2A, Kinkiang Road, Shanghai, under the direction of the Undersecretary.

THE BRANCH OFFICE in Hongkong will be carried on, as heretofore, at Alexandra Building, under the Management of Mr. F. W. GIBBINS.

FREDK. CHAS. BANHAM, Manager in the Far East, For WILKINSON, HEYWOOD & CLARK, LTD. Hongkong, 8th December, 1914. [1430]

## TO LET

"HOLYROOD," Kowloon, facing Lyceum Road, SIX ROOMS, enclosed Verandah, share of Tennis Court. Apply: A. RITCHIE, Care of Messrs. DODWELL & CO., LTD. Hongkong, 8th December, 1914. [1431]

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES,  
S.S. "BENLARI,"  
FROM LEITH, MIDDLEBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to sale.

All Claims against the Steamer must be presented to the Undersecretary on or before the 15th inst., or they will not be recognized.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 5th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 7th December, 1914. [1432]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALTA,"

Arrived Hongkong on 7th Dec., 1914, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be carried out blank by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. "Khiva" and "Morro".

From Persian Gulf, ex s.s. B. I. S. N. and U. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless in transients are given to the contrary within 24 hours.

Goods not cleared within 8 days including date of arrival will be subject to sale. No Fire Insurance will be effected by me in any case.

Damage packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DUTCHMAN, at 10 a.m. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. LEWETT, Superintendent. Hongkong, 7th December, 1914. [1433]

## INTIMATIONS

## SALE OF WORK

IN AID OF THE CHURCH FUNDS

will be held at the UNION CHURCH, TO-MORROW (WEDNESDAY), DECEMBER 9th, at 3 P.M.

ADMISSION FREE.

CONCERT AT 9 P.M.

TICKETS ... .. \$1.00  
Hongkong, 3rd December, 1914. [1414]

## NOTICE

I, the Undersecretary LEONARD VICTOR LANG, of 14, Fenchurch Street, London, late of Hongkong, China, a natural born British Subject, DO HEREBY GIVE NOTICE that by a Deed Poll under my hand and seal dated the 9th day of October, 1914, and enrolled in the Central Office of the Supreme Court of Judicature in England, I have assumed and taken and intend henceforth upon all occasions and at all times to sign and use and to be called by the name of LEONARD VICTOR LANG instead of LUDWIG VICTOR LANGSTEIN. Dated this 27th day of October, 1914.  
L. V. LANG. [1415]

## NOTICE

MESSRS. CLARK & Co., Opticians, beg to advise that owing to the withdrawal from the Firm of one of the Manila Partners, all Accounts due the Firm that are over one month in arrears, i.e., contracted previous to 1st November, 1914, should be paid before 1st of January, 1915. All old accounts not so paid will be collected after that date, by the Firm's Solicitors.

CLARK & Co.,  
Per H. O. HAYMON, Managing Partner.  
Hongkong, 2nd December, 1914. [1411]

## NOTICE

MESSRS. SANG LEE & Co., Builders and Contractors, regret to inform their Customers that one of their Managing Partners, Mr. U TIN SAM (余田三) died on the 1st instant. The Business will be carried on as usual by the continuing Partners, who have authorized Mr. LAM LAU (林柳), and Mr. U TSAN (余燦), each of them, to sign all letters and communications on behalf of the Firm.

SANG LEE & Co.,  
59, Des Voeux Road Central (First Floor).  
Hongkong, 4th December, 1914. [1417]

HONGKONG CLUB  
NOTICE.

THE position of COMPRODORE to the above Club will become vacant shortly. Applications for same should be made to the Undersecretary.

JAMES CRAIK, Secretary.  
Hongkong, 28th November, 1914. [1431]

FRENCH LESSONS  
G. MOUSSON,

15, MORRISON HILL ROAD.  
[1416]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East.

School-house by the sea. Recreations—Swimming, hockey, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEE, L.P.C.

Hongkong, 30th July, 1914. [1433]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address: NOMURA HOTEL, 15, 16 and 17, Connaught Road. Telephone No. 400.  
Hongkong, 30th July, 1914. [1434]

JUST RECEIVED.

Fresh Supply of VEGETABLE AND FLOWER SEEDS.

GRACA & CO.

FEDDER ST. (Hongkong Hotel Building). [1204]

YEW LEE.

AM CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRODORES.

15, LEE YUEN STREET, WEST. Telephone No. 1230.  
Hongkong, 27th October, 1914. [1295]

SINGONG & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET 2nd St. West of Central Market.

Telephone No. 515. [1415]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

JUST UNPACKED:

## AXMINSTER PARQUET CARPETS.

WOVEN IN ONE PIECE WITHOUT SEAM.

## EXCLUSIVE DESIGNS

IN THE NEWEST SHADES.

ALL READY TO LAY.

3½ by 4. 3½ by 4½. 4 by 4½. 4 by 5 Yards.

From \$70 to \$130

INSPECTION INVITED:

## LANE, CRAWFORD &amp; CO.

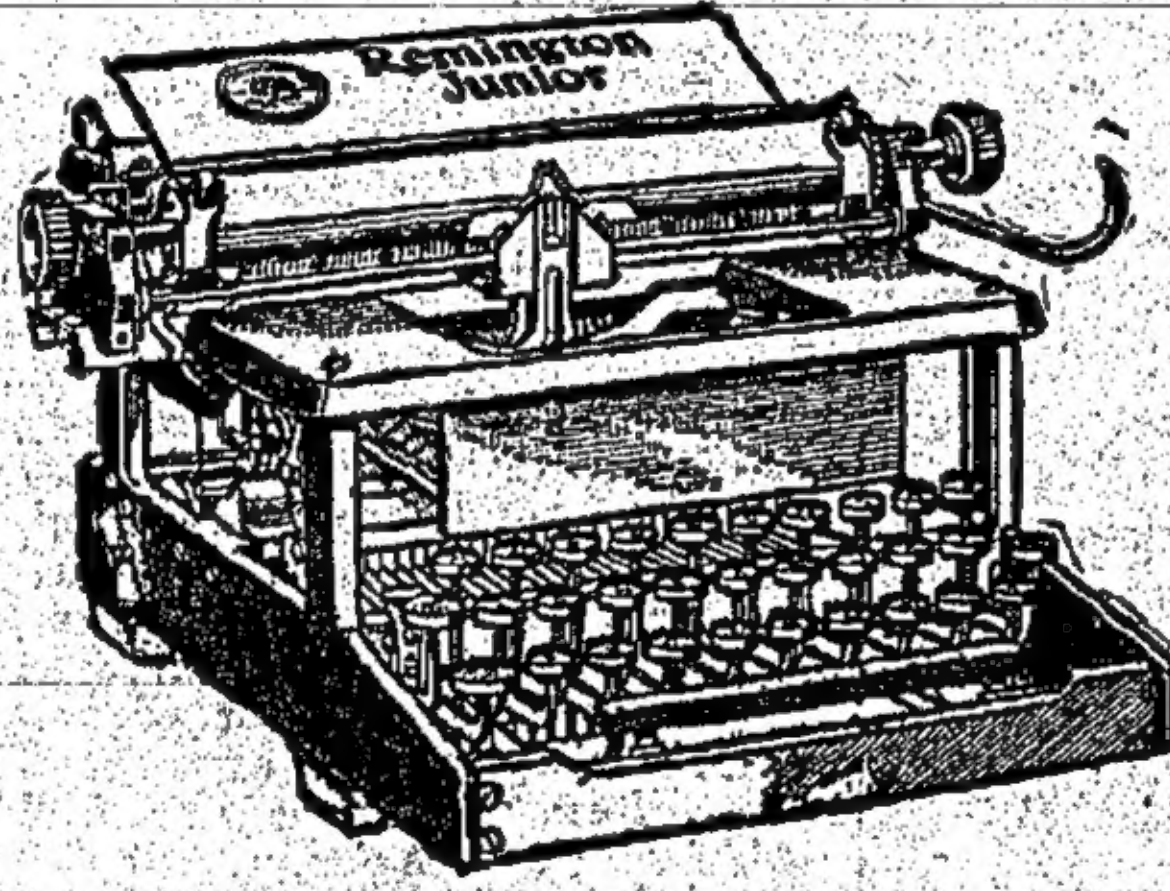
## REMINGTON JUNIOR.

"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS, DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, ETC., ETC.

SPECIAL FEATURES: Simplicity, Completeness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is built for the non-user, for the immense run of people who need a Typewriter and have always needed one, but who would not get the Standard Model because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogue, etc., apply—

REMINGTON TYPEWRITER CO. (INCORPORATED), NEW YORK.  
HONGKONG AGENCY, QUEEN'S BUILDINGS.  
Hongkong, 30th November, 1914. [1439]

## TO LET

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished. Apply—H. E. POLLOCK, 5, Queen's Road. Hongkong, 3rd December, 1914. [1412]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Ice House Street. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1914. [1438]

TO LET.

NO. 19, REILLIOS TERRACE. "KIRKENDALL" furnished, No. 123, Plantation Road, Peak.

"BEACONSFIELD," Battery Path. No. 59, THE PEAK (CAMERON VILLAS). Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.

Apply to—EINSTEIN & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 30th October, 1914. [1174]

TO LET.

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.

Apply to—DEACON, LOOKER, DEACON & HARTON, Hongkong, 29th October, 1914. [1305]

## TO LET

TO LET.

A HOUSE in Kantsford Terrace, Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th December, 1914. [1419]

## TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.

Apply to—SHEWAN, TOMES & Co. Hongkong, 3rd December, 1914. [1067]

## TO LET.

NO. 9, MOUNTAIN VIEW, PEAK. 21, CONNAUGHT ROAD CENTRAL. Nos. 15, 16 and 17, SHOPS, Connaught Road.

Apply to—M. J. D. STEPHENS, 16, Bank Buildings. Hongkong, 27th November, 1914. [1254]

## TO LET.

NO. 5, CONDUIT ROAD—Repaired. Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.

RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repaired to suit tenant's taste. Garden and Tennis Court.

For further particulars apply to—E. M. H. NEMAZEE, 10, Des Voeux Road. Hongkong, 3rd November, 1914. [1219]

## BANKS

## INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.  
LONDON OFFICE: Bishopsgate, E.C.

## BRANCHES:

Bombay. Calcutta. Canton. Cebu. Colon. Hank w. Hongkong. Kobe. London. Manila. Panama. Peking. San Francisco. Shanghai. Singapore. Yokohama.

CAPITAL PAID-UP (U.S. Gold) \$3,250,000  
RESERVE FUNDS ..... 4,960,000 (Gold) \$7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.  
8, Queen's Road, Hongkong, 22nd October, 1914. [1439]

## THE

## BANK OF CHINA.

GOVERNMENT BANK.  
(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorized Capital ..... \$30,000,000.  
Paid-up Capital ..... \$10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI: NANKING, Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Astung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang, Tientsin, Peking, Tongshan, Luensien, Tsinghsien, Hsinghai, Hangchow, Wuchow, Shaohsin, Chiehshui, Lanchi, Huohow, Ningpo, Kaitung, Changchun, Suiyang, Lohu, Chowkuo, TAIWAN: Chortung, Tamsui, Linchi, Lintung, Tsinlin, Yikuh, Yenching, Chefoo, Tientsin, Tientsin, Yenching, Fochow, Changchun, Kirin, Moukden, Norowang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Anlung, CANTON, KUMYANG, PEKING: Kueihua, Suiyuehsing, etc., etc.

CANTON BRANCH: Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [1448]

## TO LET

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply—SECRETARY, A. S. WATSON & Co., LTD. Hongkong, 23rd October, 1914. [1223]

## TO LET.

FLATS in Humphreys Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., LTD., Alexandra Buildings. Hongkong, 12th November, 1914. [1345]

## TO LET.

OFFICES in Hotel Mansions.

Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 6th November, 1914. [1329]

## TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1914. [1431]

## TO LET—FULLY FURNISHED.

NO. 5, MORRISON HILL, Immediate Possession.

Apply—HARRY WICKING & Co. Hongkong, 29th October, 1914. [1303]

## TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

1, HILL SIDE, 110, THE PEAK. GODOWNS, New Pines, Kennedy Town. GODOWNS, at Wanchai Road.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1914. [1401]

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... .. \$15,000,000  
Reserve Funds:—  
Sterling ... .. \$15,000,000 at 2/6  
Silver ... .. \$15,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.  
Hon. Mr. D. LANGLISH—Chairman.  
W. L. PATTERSON, Esq.—Deputy Chairman.  
S. H. DODWELL, Esq., P. H. HOLYOAK, Esq.,  
G. T. M. ELLIOTT, Esq., J. A. PLUMMER, Esq.,  
C. S. GUBBY, Esq., Hon. Mr. E. SHALLIN

CHIEF MANAGER: Hongkong—N. J. STARR.  
MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED, On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.  
Hongkong, 11th November, 1914. [1415]

THE MERCHANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... .. \$1,500,000  
Subscribed " ... .. 1,125,000  
Paid-up " ... .. 662,500  
Reserve Fund ... .. 465,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.  
Hongkong, 10th July 1913. [1448]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1859. HEAD OFFICE—LONDON.

Paid-up Capital ... .. \$1,200,000  
Reserve Fund ... .. \$1,200,000  
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.  
Hongkong, 8th June, 1914. [1448]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager.

Hongkong, 2nd November, 1914. [1418]

NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)  
Paid-up Capital ... Fl. 19,807,500 (£1,650,000)  
Reserve Fund ... Fl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager, No. 8, Des Voeux Road Central, Hongkong, 17th November, 1914. [1411]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Sub





## NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

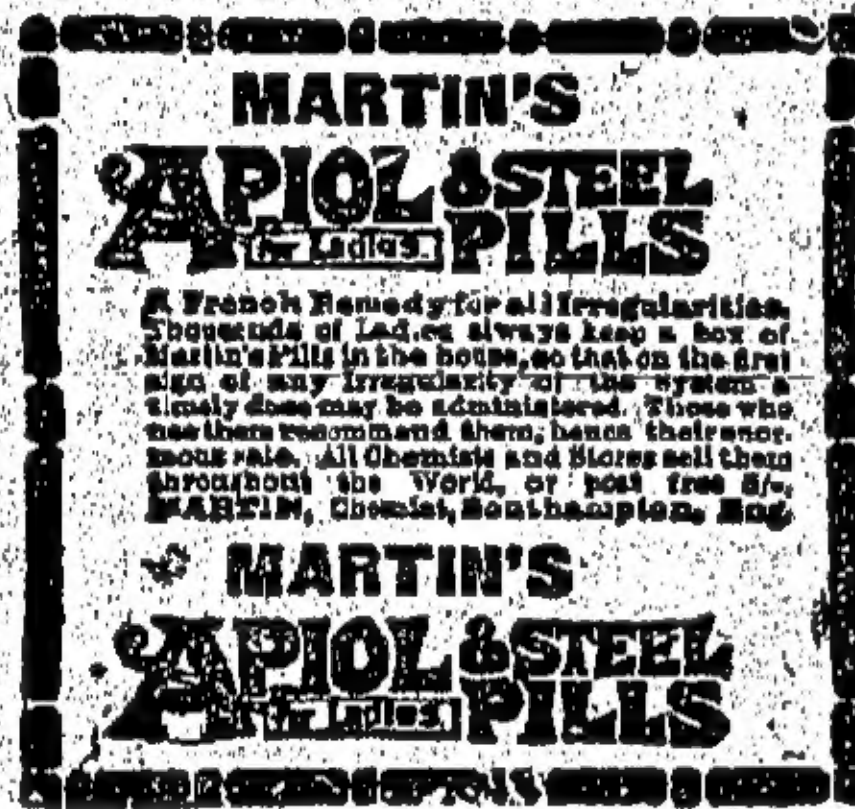
### Your child

can be made healthier and stronger by giving SCOTT'S Emulsion. It enriches the blood and provides easily-digested nutriment for bone, nerve, muscle and brain formation. It prevents and overcomes the ill effects of whooping cough, measles, bronchitis, teething troubles and a host of childhood ailments. Accept only

**SCOTT'S Emulsion**

Stocked by SHEWAN, TOMES & CO., HONGKONG AND CANTON.

[1428-1]



### VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, C.O.R.E.V.B.

FIELD DAY.—One of the Maps used on December 6th is missing, and if in the possession of any Member should be returned to Major Wakeman at once.

PARADES.—N. C. Os. on the Cricket Ground at 5.15 p.m. on December 8th.

Nos. 1, 2, and 3 Companies in Drill order on the Cricket Ground at 5.15 p.m. on December 11th.

SIGNALERS.—Additional signalers are required and a new class of instruction will be started for any men willing to join. Names should be sent in to the Adjutant.

PAY.—Pay and allowances due must be drawn on Thursday, December 10th, between 5 and 6 p.m., at the Land Office.

W. L. CARTER, Captain, Adjutant, H.K.V.R.

### HONGKONG VOLUNTEER CORPS.

ORDER BY LIEUT.-COL. A. CHAPMAN, V.D.

1.—The Criterion Bar, Queen's Road, is placed in bounds.

2.—The undermentioned members having joined the Corps are allotted Corps numbers and posted as follows:—

No. 1711.—Pte. A. Anderson to Civil Service Co.

No. 1712.—Pte. D. C. McDonald.

No. 1713.—Pte. A. McDonald to Centre Section M.G. Co.

No. 1714.—Pte. V. F. D'Amore to Right Section M.G. Co.

No. 1715.—Sapper B. Illie to Engineer Co.

3.—Sgt.-Major R. C. Wiltchell from Centre Section M.G. Co. to Right Section M.G. Co., dated 7th December.

4.—Parades for to-day (Tuesday):—5.15 p.m.—Musketty Exercises under Company Officers.

Recruits under an Instructor. S. M. Colley, D.C.L.I., will attend.

5.—On duty: No. 2 Section Artillery, Left Section and Centre Section M.G. Co. Officers on duty: Capt. Scott, Lieut. Rees and Lieut. Wright.

Orderly Officer: Lieut. Rees. To furnish Guard to-night: No. 2 Section Artillery Battery.

Orderly Sergeant to-night:—Corpl. Duncan.

A. CHAPMAN, Lieut.-Col., Commandant, H.K.V.C.

### THE CHINESE ALMANAC CONTROVERSY.

There has been going on in Chinese circles for some time an interesting controversy over a question connected with this year's calendar. The question is whether the ninth moon ought to have twenty-nine days as recorded in the almanac for the third year of the Republic, or thirty days according to the Chinese ancient calendar. If the ninth moon should have thirty days, then the tenth moon can have only twenty-nine days, and the existing almanac must be corrected, which the almanographers naturally refuse to do.

The Peking Press and the Tientsin Chamber of Commerce hold that the ninth moon is a big month with thirty days and the tenth moon is a small one with twenty-nine days, and they base this contention upon the historical documents and ancient almanacs of indisputable nature, while the authorities of the Central Observatory who have prepared the calendar for the third year of the Republic contend that according to the new system of calculation the ninth moon is a small month and the tenth moon is a big one. As this change of the number of days in the ninth and tenth moons would affect to a large extent the register of lucky and auspicious days and would necessitate the re-arrangement of the settling-days of the shop-keepers, the people concerned have assumed an uncompromising attitude towards the question. Although these months have passed, we understand that both parties still endeavour to arrive at a conclusion whereby a precedent may be established for years to come.

In reply to the article of the *Kuo Hua Pao* on the question the almanographers sent a letter to the paper for publication which was extensively reproduced in Peking. They declared that in compiling this year's almanac they had adopted the western method of calculation of the movement of heavenly bodies. As the people are not satisfied with this plausible explanation, the controversy is still going on persistently though quietly in some quarters. To foreigners the dispute appears to be too trifling to deserve serious attention, though perhaps it has some scientific interest, but the conservative Chinese, some of whom are unfavourably disposed towards the change of their settling-days, and some still believe in the lucky days, it is quite different.

The significance of this dispute can be better understood by reading the correspondence of the Chamber of Commerce and the astronomical authorities that appeared in the Press. In an open letter the Tientsin Chamber of Commerce writes: "As the almanac determines the settling-days, the question relating to the number of days in the ninth and tenth moons cannot be lightly passed. In looking over the combined calendar and various kinds of almanacs prepared by different persons, we have found that there were numerous mistakes in the almanac issued by the Central Observatory and in our judgment that almanac cannot be taken as a standard. By consulting the Jade-Case Record, the Millard Year Almanac and other ancient calendars, we discover that the ninth moon is a big month and not a small month as recorded in the almanac of the Central Observatory. Fearing that we might err, we have consulted the best known and experienced geomancers in the country, who hold the same opinion, and therefore we are convinced that we are in the right. As this matter greatly concerns the interest of the merchants, we are obliged to give to our view the publicity it deserves in the hope that the doubt of the people about the point at issue may be removed."

According to the new almanac there is no thirtieth in the ninth moon, and respecting the importance of that day, the Tientsin *Longitude and Latitude Daily* writes thus:

"The thirtieth of the ninth moon is a day on which the Tail Star or the sixth constellation in Scorpio and the Water Star or the Planet Mercury are united. In other words, it is a lucky day, during which people worship their ancestors, offer prayers, visit their relatives, lay the cornerstone of houses, open shops, get married and what not." The people did not know what to do when they found from the new almanac that there were only twenty-nine days in that month.

Being perplexed by the various almanacs which do not agree with each other on the number of days in the ninth moon, the *Kuo Hua Pao* has the following to say: "Since the establishment of the Republic, the Gregorian Calendar has been used, but the people cannot very well dispense with the old almanac. So the Observatory of the Ministry of Education is obliged to issue the yearly almanac as usual. This almanac says that the ninth moon is a small month, but the almanac used by the Ministry of War and the Fang Chien Almanac used by the paper record that the ninth moon is a big month. By consulting the old Millard Year Almanac prepared by the Imperial Board of Astrology, we have found that the ninth moon is a big month. The *Kuo Hua Pao* hopes that the Ministry of Education will look into this discrepancy, and enlighten the public on it."

In reply to this article, the astrological authorities say as follows:—"Your article on the almanac question is interesting as well as instructive. It shows your interest in it. It is true that according to the old calendar the ninth moon is a big month, and that the tenth moon is a small one, but our almanac disagrees with it. The explanation is that the old almanac was compiled by means of calculating the movement of stars, but the new almanac is prepared by the calculation of the movement of the Sun and Moon. The old almanac is wrong while ours is right."

The London correspondent of the *Times* of Ceylon telegraphs as follows: The German Spy Naval Lieutenant Lody met his fate bravely. Before being shot he asked the officer commanding the firing party, if he would shake hands with a spy. The officer replied "No, but I will with a brave man," and he did.

## WM. POWELL, LTD.

TELEPHONE 546.

## GRAND XMAS BAZAAR

NOW OPEN

A

## SPLENDID VARIETY OF TOYS

Dainty Christmas Gifts affording a fine selection of Articles for Seasonable Mementos.

INSPECTION INVITED:

WM. POWELL, LTD.,

[649]

### IT STANDS TO REASON

that the best proof of the excellence of any medical preparation is its continued popularity. Beecham's Pills have been before the public for upwards of half a century, and it is acknowledged that they are, now, in greater demand than ever. These enormous sales are still on the increase. No medicine could achieve such a remarkable success unless it had proved itself to be of very real worth and practical value.

## Beecham's Pills

have justified public confidence. In thousands of homes, to-day, experience has proved the beneficial results obtained from the use of these pills in cases of biliousness, sluggish liver, impaired digestion and a disordered condition of the bowels. It is a safe and prudent thing should you feel "out-of-sorts" to rely upon the curative properties of this excellent preparation. You will speedily find that Beecham's Pills

WILL DO YOU GOOD.

Sold everywhere in boxes, price 9/6 (36 pills) 1/1d (56 pills) &amp; 2/9 (168 pills).

112-2

### ALIENS IN ENGLAND.

#### WHOLESALE ARRESTS.

With dramatic suddenness, says the *Daily Mail*, the authorities have assumed an aggressive offensive against the alien enemies in our midst. Following upon a great popular agitation for the enforcement of measures of security, the police all over the country were busily engaged in a general round up of Germans and Austrians of military age. Tremendous activity was displayed, and thousands of arrests of men of every class and profession were made. The arrests were brought to a stop again on the following day owing to lack of accommodation for the prisoners.

The men were taken into custody and conveyed to Olympia, the clearing house for the concentration camps. Last month Mr. McKenna gave the following figures of alien enemies resident in this country:

50,635 Germans.  
18,141 Austrians.  
6,500 Naturalised.

Some time ago the Government decided to arrest all alien enemies between the ages of 18 and 45. Numbers were arrested and the process of "rounding-up" had then to be suspended because the only detention camp provided by the War Office was full.

#### THE NEW ORDERS.

These are the orders which have been issued. Arrest all German and Austrian subjects between the ages of 18 and 45. The whole of the south coast and east coast is to be made a prohibited area for Germans and Austrians.

Residence in these districts is only to be allowed by special licence from the police authorities, and they have received instructions to be very careful in the issue of these permits.

The Admiralty have realised the necessity for closing certain east coast ports to neutral vessels so as to prevent the supply of information to the enemy. They have closed the port of Methil, in the Firth of Forth, a port much patronised by small colliers. In fact, thirty neutral vessels a week use this port, and there has for some time been reason to believe that some of them have received signals from the shore as to the movements of British warships and have subsequently transmitted them to German ships.

#### RUSH TO GET OUT OF ENGLAND.

Since the authorities adopted more vigorous measures against enemy aliens, Germans do not find England so pleasant a country as of yore, and within the past few days they have been applying to the Home Office in large numbers for permission to leave. On several occasions there has been a long queue waiting outside the office. In nearly all cases the applicants have been hauled off their desire.

Through the intermediary of the American Embassies in London, Berlin, and Vienna arrangements have been made whereby the following are allowed to leave this country:—

- 1.—All German and Austrian women.
- 2.—German men under 17 and over 55 years of age.
- 3.—Austrian men under 18 and over 50 years of age.
- 4.—German and Austrian doctors and clergymen.
- 5.—Austrians medically unfit for military service.

Repatriation arrangements are in force whereby English men and women in similar classes are allowed to leave Germany and Austria.

Since the outbreak of war there have been over 10,000 applications for naturalisation by enemy aliens, but fewer than twenty have been granted.

HOW THEY LIVE IN CAMP.

At the large concentration camp on Frith Hill, Frimley, Surrey, there are now 4,000 civilians, in addition to soldier prisoners.

A *Daily Mail* representative was informed that there will be room altogether for 10,000 at the camp.

Everyone is encouraged to follow as far as possible his natural occupation. There are many well-known German artists, who during the past few days have found delight in sketching the woodland scenery, and they are allowed to sell their pictures. German engineers are engaged constructing roads and water-works, and are paid the usual rates. The camp, in fact, is a hive of industry, and is becoming nearly self-sufficient.

There is a splendid library, and each evening a music-hall performance is given, for among those detained there are sufficient well-known German artists to give a full programme with a weekly change. Civilians are allowed three blankets and a waterproof sheet, which is more than our own soldiers have. They receive the same liberal allowance of food as the soldier prisoners. Those with money can purchase what food and luxuries they like from a large canteen at the camp run by a London firm of caterers.

### TRADE OF HONGKONG.

The following statistics have been compiled from the fortnightly price current and market report of the Hongkong General Chamber of Commerce:—

#### OPIMUM.

Stocks on December 3rd were 765 Patna, 350 Benares, 934 Malwa and 355 Persian and Turkish. The exports during the interval to Shanghai, etc., were 13 Patna, 1 Benares, 68 Malwa, and 20 Persian and Turkish. As to unrefined Bengal opium, balance of stocks on December 3rd were 84 Patna and 87 Benares. The amount bought by Government monopoly during November was 7 Patna and 17 Benares. No fresh business has transpired in the Bengal market, and quotations are unchanged:—Patna New \$9,325, Old \$9,200, Y. \$9,100, Benares New \$9,050, Old \$8,925, Y. Old \$8,825. Delirious poor Malwa market. A good business has been put through and values at the close are as follows:—New to 3 years drug, \$8,800, Older, \$8,900.

#### EXPORTS.

There has been no change in the condition of Feathers and very little doing in Ginger. Nothing is doing in Galangal nor Cassia Oil, though some business is passing in Star Aniseed Oil. In Groundnut oil quotations are \$2.20 per pint with shells, but no change can be quoted in the business. Human Hair is quoted at per picul, f.o.b. Hongkong, stock 10-20 in hand and sellers are

## VICTOR - VICTROLA

THE IDEAL ENTERTAINER.



CALL AND WE WILL GLADLY DEMONSTRATE IT TO YOU.

EXCLUSIVE AGENTS:

## MOUTRIE'S.

[61-1]

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS  
DRAGON  
BRAND  
CEMENT



HIGH  
QUALITY  
BUILDING  
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI &amp; Co., 14, Des Voeux Road Central, 1st Floor. Telephone 288.

[1049-1]

### NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

## SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY

CO., LTD.,

MOJI, JAPAN.

This is an Excellent Beer  
and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—

DONNELLY &amp; WHYTE,

WINE AND SPIRIT MERCHANTS.

TEL. 636.

Hongkong, 30th November, 1924.

[1397]

anxious to meet buyers. There is no change in Yunnan Tin, but Bristles are firm and some business is doing.

#### IMPORTS.

The amount of business transacted in Cotton Yarn shows a slight increase but a further heavy decline in value has been witnessed, viz., \$9 to \$8 per bale. Quotations are:—No. 10s at \$7.5-8.108. No. 12s at \$8.0-8.102. No. 16s at \$8.0-8.114. No. 20s at \$8.0-8.133. Arrivals 11,000 bales. Sales 3,000 bales. Shipments 1,500 bales. Unsold stock 47,000 bales. Bargains 20,000 bales. A demand exists for stocks of Woollens, but no fresh business is as yet possible. The Raw Cotton market is quiet, and there are no stocks locally. Prices locally for Metals are appreciating rapidly, owing to non-arrival of fresh supplies. There is, however, little disposition on the part of dealers to operate at the increased level of prices now required from London. It seems likely, however, that stocks will have shortly to be replenished, and it cannot be long before dealers realize that the higher figure must be paid. Quotations from London appear to be steady. There has been no change for the last two weeks. Yellow Metal is quiet, and there is no change in Petroleum Products at Standard Oil prices. There are no stocks of Pepper, Camphor nor Window Glass. Some sales of Japanese coal are reported. The Sugar market is steady at advanced rates. No sales and no stocks of Saltpetre.

In the American flour market prices remain the same, and there has been no business done since our last report. Stocks are being maintained in the local market, and clearances are very small. Quotations are:—Patents M \$3.00-4.00 per bag, cut off M \$2.85-3.20 per bag, straight M \$2.85-3.20 per bag, seconds M \$2.60 per bag.

## GRIMAULT'S SYRUP

OF

HYPOPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

THE NEW FRENCH REMEDY, No. 202 M-3. Price 50 Cents. BLOOD POOR, BRONCHITIS, URINARY DISEASES, DIARRHOEA, WEAKNESS, FLU, SCURF, STAMPS, ENVELOPES FOR FREE, REQUEST TO DR. LE CLERC, MED. CO., HAYES STREET, HAYES, LONDON, W.C.2. TRY NEW DRUGS (CASTLE) FORMERLY "EASY TO TAKE" LAY AND LASTING CURE. SEE THAT TRADE MARK WORD "THERAPION" IS ON EACH BOX. STAMP AFFIXED TO ALL GENUINE PACKAGES.



## SHIPPING

## ARRIVALS.

CITY OF NORWICH, British str., 4,117, J. H. McMillan, 6th December—Singapore 30th November, Case Oil—Shewan, Tomes & Co.

CHINGHOW, British str., 1,150, J. Doyle, 7th December—Kwang Yon 5th December, General—Shewan, Tomes & Co.

CITY OF BRISTOL, British str., 4,345, Henderson, 7th December—Shanghai 4th December, General—Bank Line, Ltd.

HAKUSHIMA MARU, Japanese str., 1,335, N. Noguchi, 6th December—Japan 1st December, General—Nippon Yusen Kaisha.

KUTSANG, British str., 3,100, R. C. D. Bradley, 7th December—Singapore, General—Jardine, Matheson & Co.

MAIWA, British str., 3,888, G. W. Cockman, 7th December—Bombay 18th November, General—P. & O. S. N. Co.

VANG, Norwegian str., 873, J. Joban, 7th December—Haiphong 3rd December, Rice—Chinese.

WOSANG, British str., 1,172, J. M. Smith, 6th December—Shanghai 3rd December, General—Jardine, Matheson & Co.

YINGHOW, British str., 1,223, E. J. Jones, 7th December—Shanghai 3rd December, General—Butterfield & Swire.

YAWATA MARU, Japanese str., 4,312, Oguri, 5th December—Mojji 29th November, Coal—Mitsui Bussan Kaisha.

## VESSELS ON THE BERTH

## THE AMERICAN AND MANCHURIAN (WESTWARD) LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP Co., Ltd.)

For BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

## THE Steamship

"CITY OF BRISTOL"

Captain Henderson, will be despatched as above TO-MORROW, the 9th December.

For freight, etc., apply to—

T. F. BARK LINE, Ltd.,  
General Agents,  
Hongkong, 18th November, 1914. [1250]

## FOR SAN FRANCISCO.

Through Bills of Lading can be issued to New York, Chicago and all interior points in U.S.A.

## THE Steamship

"YAROSLAV"

Will be despatched for the above port on or about 15th inst.

Also calling at Seattle if sufficient inducement offers.

This fine Steamer has excellent accommodation for First and Second Class Passengers.

For Rates of Freight, passage money, etc., apply to—

SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, 7th December, 1914. [1280]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNAH, PANAMA, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"MALTA"

Captain G. W. Cockman, R.N.R., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on FRIDAY, the 18th December, 1914, at Noon, taking Passengers and Cargo for the above Port, in connection with the Co.'s s.s. "MALTA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "INDIA," due in London on the 29th January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,  
Superintendent,  
Hongkong, 7th December, 1914. [1]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

## PROPOSED SAILING FROM HONGKONG.

For NEW YORK VIA PANAMA CANAL.

S.S. "CHALISTER". On 3rd Dec.

For Freight and further information, apply to—

WELL & Co., Ltd.,  
Agents,  
Hongkong, 30th November, 1914. [1400]

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG, AND CALCUTTA

STEAMERS TO SAIL

"HINSANG" Tuesday, 8th Dec, 3 P.M.

"CHEONGSHING" Tuesday, 8th Dec, 10 A.M.

"ONGSANG" Wednesday, 9th Dec, Noon

"TAKSANG" Thursday, 10th Dec, D'light

"KUSANG" Saturday, 12th Dec, D'light

"WOSANG" Saturday, 12th Dec, D'light

"YUENSANG" Saturday, 12th Dec, 3 P.M.

"ESANG" Tuesday, 15th Dec, D'light

"KUMSANG" Wednesday, 16th Dec, D'light

"LOONGSANG" Saturday, 19th Dec, 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANSANG" and "ROKUSANG" leave about every 2 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days.

Side service is supplemented by the "YATUNG," "KUNLUNG" and "LUNG" running at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

2 Superior class accommodation for First Class Passengers and are fitted throughout with Electric Light.

4 Tons of Cargo on through Bills of Lading to Yungtze, Chefoo, Tientsin, Dairen, W'wei, N'ghwang.

2 Tons of Cargo on through Bills of Lading to Radat, Lohat, Dairen, Simpoora, Tawoa, Ussak.

2 Tons of Cargo on through Bills of Lading to Radat, Lohat, Dairen, Simpoora, Tawoa, Ussak.

Telephone No. 315, Sub. Exch. 6

Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
Hongkong, 8th December, 1914. [11]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	G. W. Cockman	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & HULL	MERIONETHSHIRE	Brit. str.	—	JARDINE, MATHESON & Co., Ltd.	JARDINE, MATHESON & Co., Ltd.	On 20th inst.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c.	NAOYA	Brit. str.	—	W. H. Swery, R.N.R.	P. & O. S. N. Co.	On 1st Jan., at Noon.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 23rd inst., at 10 A.M.
MARSEILLES VIA PORTS	NABA	Frenc. str.	—	Vallat	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KIDZUNG & JAPAN	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	To-morrow, at 3 P.M.
VICTORIA, B.C., & TACOMA VIA KIDZUNG & JAPAN	AWA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KIDZUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSHEN KAISHA	On 24th inst., at 3 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT, &c.	CHANGHAI	Brit. str.	—	Henderson	JARDINE, MATHESON & Co., Ltd.	On 15th Jan.
BOSTON & NEW YORK VIA SUEZ CANAL	CITY OF BOSTON	Brit. str.	—	Henderson	JARDINE, MATHESON & Co., Ltd.	To-morrow.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHIMO MARU	Brit. str.	—	Ohkama	YOTO, KIKEN KAISHA	On 15th inst.
SAN FRANCISCO & SEATTLE	YANOSLA	Brit. str.	—	Henderson	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
SAN FRANCISCO VIA MARILLA & JAPAN, &c.	PRESIA	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. Co.	On 16th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOBEA	Am. str.	—	W. B. Brown	PACIFIC MAIL S.S. Co.	On 22nd inst., at 1 P.M.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN	KITO MARU	Jap. str.	—	Bokino	YOTO, KIKEN KAISHA	On 9th Jan.
AUSTRALIAN PORTS	TATIAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Bokino	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	Bokino	GIBB, LIVINGSTON & Co.	On 19th inst., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	SUBAT	Brit. str.	—	Bokino	GIBB, LIVINGSTON & Co.	On 23rd inst.
JAPAN	TUPANAS	Dut. str.	—	Bokino	THE BANK LINE, LIMITED	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Bokino	JAVA-CHINA-JAPAN LINE	On 15th inst., at 5 P.M.
KOBE & MOJI	KUANG	Brit. str.	—	Bokino	NIPPON YUSEN KAISHA	On 15th inst., at 11 A.M.
KOBE & YOKOHAMA	KATON MARU	Jap. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 11 A.M.
SHANGHAI VIA SWATOW & SHANGHAI	CHONGSHING	Brit. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
SHANGHAI & KOBE	KIRIN MARU	Jap. str.	—	Bokino	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
SHANGHAI	MALTA	Brit. str.	—	Bokino	P. & O. S. N. Co.	To-day, at 4 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	Bokino	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SHANGHAI	YINGHOW	Brit. str.	1 m.	Bokino	BUTTERFIELD & SWIRE	On 12th inst., at Noon.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at D'light.
SHANGHAI	WOSANG	Brit. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at D'light.
SHANGHAI	ESANG	Brit. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	DUMBA	From str.	—	Bokino	MESSAGERIES MARITIMES	About 15th inst.
SHANGHAI	SANUKI MARU	Jap. str.	—	Bokino	NIPPON YUSEN KAISHA	On 18th inst., at 11 A.M.
SHANGHAI	NILN	Dut. str.	—	Bokino	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	TUKERANG	Dut. str.	—	Bokino	P. & O. S. N. Co.	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KASSO MARU	Jap. str.	—	Bokino	OSAKA SHOSHEN KAISHA	On 11th inst., at Noon.
AMOI & TAKAO VIA SWATOW & AMOY	SOGHO MARU	Jap. str.	—	Bokino	OSAKA SHOSHEN KAISHA	On 10th inst., at 8 A.M.
AMOI & TAKAO VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—	Bokino	OSAKA SHOSHEN KAISHA	On 13th inst., at 10 A.M.
SWATOW, AMOI & FOOCHOW	HAICHING	Brit. str.	2 h.	Bokino	DOUGLAS LAFRAIR & Co.	To-day, at 1 P.M.
SWATOW, AMOI & FOOCHOW	HAICHING	Brit. str.	2 h.	Bokino	DOUGLAS LAFRAIR & Co.	To-morrow, at 1 P.M.
SWATOW, AMOI & FOOCHOW	HAICHING	Brit. str.	2 h.	Bokino	DOUGLAS LAFRAIR & Co.	On 11th inst., at 1 P.M.
MANILA, CEBU & ILOILO	HAICHING	Brit. str.	1 m.	Bokino	DOUGLAS LAFRAIR & Co.	On 18th inst., at 1 P.M.
MANILA	YUPHANG	Brit. str.	—	Bokino	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA, CEBU & ILOILO	TRAN	Brit. str.	1 m.	Bokino	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	Bokino	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
BATAVIA, CEBURON, SAMARANG, &c.	TYMANONE	Dut. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ONBANG	Brit. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	TOKA MARU	Jap. str.	—	Bokino	JAVA-CHINA-JAPAN LINE	To-morrow, at Noon.
BANDARAN	HIKANG	Brit. str.	—	Bokino	NIPPON YUSEN KAISHA	On 26th inst.
HOHONG & HAIPHONG	TAKA MARU	Brit. str.	—	Bokino	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 P.M.
PARHOI & HAIPHONG	SURGIANG	Brit. str.	1 m.	Bokino	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light.

## WEATHER REPORT.

On the 7th at 11.30 a.m.—Pressure has increased slightly to moderately over the China Coast and Western Japan, and decreased quickly over Eastern Japan.

The anti-cyclone has further increased in intensity and appears to be central to the west of Shanghai. The depression noted yesterday has moved north-eastwards and is situated to the east of Hokkaido this morning.

Strong monsoon will prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.

Hongkong & Neighbourhood. E. & N.E. winds, moderate to fresh, cloudy.

Formosa Channel. N.E. winds, strong.

South coast of China between Hongkong and Lanchow. The same as Hongkong & Neighbourhood.

South coast of China between Lanchow and Hainan. The same as Hongkong & Neighbourhood.

## S.S. "NEBA" COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Tobacco and Valuable Goods are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 10th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 13th inst., or they will not be recognized.

All damaged packages will be examined on the 10th Dec., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent,  
Hongkong, 3rd December 1914. [2]

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

## THE Steamship

"CITY OF NORWICH," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, damaged and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents,  
Hongkong, 6th December, 1914. [1425]

## PASSENGERS.

ARRIVED.

Per *Yingchow*, from Shanghai, Mr. A. Debrunner.

Per *Kutang*, from Singapore, etc., Mr. and Miss Sellers.

Per *Awa Maru*, from Seattle, etc., Mr. and Mrs. Ludington, Mr. J. A. Campbell, Miss J. N. McKay, Mr. G. W. Mabey, Mrs. and Miss M. Bain, Mr. C. E. Kaufman, Mr. G. H. May, Mr. H. A. Reck, Capt. W. Ehrhardt and Mrs. Pinna and 5 children.

Per *Malta*, for Hongkong, from London, etc., Miss J. B. Ramsay, Rev. E. Leader, Mr. C. Crispin, Mr. G. W. Brown, Mr. N. F. Thomson, Mr. C. T. Nicholas, Mr. G. H. Potts and family, Mrs. W. G. Worcester, infant and nurse, Mr. and Mrs. W. P. Bell, Mr. G. Sullivan, Mr. J. W. Heath, Mr. and Miss G. H. Hastings, from Colombo, Mr. G. Potts; from Penang, Sen-Lieut. Wimanian, Sen-Lieut. Selasnew, Mr. Markello, Mr. Ulomoff; from Singapore, Miss Brackbell, Eng-Lieut. Comdr. E. Allan, Chief Writer G. J. Smith, Signalman D. J. Crawford, Flag Comdr. Egerton, R.N., Mrs. Turner, infant and nurse, and Miss T. Meldrum.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL		FROM L'POOL		FROM VANCOUVER					
STAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	STAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sailings Temporarily Withdrawn.															

## PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA	Meals and Sleeping £71.10	£71.10
EMPRESS OF ASIA	Car Berth across £65	£65
EMPRESS OF INDIA	Canada £6 additional	£43
EMPRESS OF JAPAN		£45
MONTEAGLE		

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINE or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are now quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,  
GENERAL TRAVEL AGENT, Corner Pedder Street and Praya

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD.,  
AGENTS

Telephone 215.  
Hongkong, 10th April, 1914.

## THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON & HULL. STEAMERS. DATE OF DEPARTURE.

LONDON. "MERIONETHSHIRE" On 20th Dec.

LONDON. "RADNORSHIRE" On 19th Jan.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND. "GLENVILLE" On 15th Jan.

For Freight and Further Particulars, apply to—Telephone No. 215 Sub Ex. No. JARDINE, MATHESON & Co. LTD., AGENTS  
Hongkong, 14th November, 1914. [140]



PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MALTA	3 P.M. 8th Dec.	Freight and Passage.
LONDON via USUAL PORTS	MALTA	Noon, 13th Dec.	See Special Advertisement.
SHANGHAI, KOBE, NILE	Capt. H. Powell	About 27th Dec.	Freight and Passage.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAGOYA	Noon, 1st Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.  
Subject to immediate alteration without notice.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives here.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 8th December, 1914.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 8th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 8th Dec., 4 P.M.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 9th Dec., 11 A.M.
SHANGHAI	"YINGCHOW"	On 10th Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 16th Dec., 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—  
HONGKONG, 8th December, 1914.

BUTTERFIELD & SWIRE,  
AGENTS.

BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

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## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 8th Dec., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 11th Dec., at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 15th Dec., at 1 P.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 9th Dec., at 1 P.M.
		SUNDAY, 13th Dec., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 8th December, 1914.

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THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA

## VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 19th Dec., 11 A.M.
ALDENHAM	2nd Jan.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

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## TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 25th Jan.
NIPPON MARU	11,000—18 knots	

FIRST CLASS TO LONDON	\$71.10...	RETURN (6 MONTHS) \$120.
FIRST CLASS TO NEW YORK	\$60. ...	" " " \$96.10.
" " " SAN FRANCISCO	\$45. ...	" " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

## THENCE BY

## TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed. Sails

KIYO MARU	17,200—15 knots	Saturday, 9th Jan.
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For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,

King's Building.

TELEPHONE 281.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES,  
PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

## THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

## THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.
"CHICAGO MARU"	K. Hori	THURSDAY, 24th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM  
PENANG AND COLOMBO.

Steamer Captain Leaving

FOR FOOCHOW VIA SWATOW AND AMOY.		
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Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamaguchi	FRIDAY, 11th Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.		
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Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 13th Dec., at 10 A.M.
"DAIJI MARU"	S. Tokutomi	SUNDAY, 20th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.		
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Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	THURSDAY, 10th Dec., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER.

Second Floor, No. 1, Queen's Building.

714.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

FOR SHANGHAI, KOBE AND YOKOHAMA

OUTWARD STEAMER To SAIL.

DUMBEA On or about 15th December.

HOMEWARD

MARSEILLES VIA PORTS NEBA On 29th Dec., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

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PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MADAGASCAR AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to	Leave	Leave	Leave	Leave	Day at	Day at
YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOREA	Jan. 28	Feb. 4
—	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES.

The Fares to London and Marseilles are as follows—	LONDON
1st Saloon "A"	Accommodation Single £55. Return £97.
2nd Saloon "A"	" " " £59. " £89.
3rd Saloon "A"	" " " £44. " £66.
4th Saloon "A"	" " " £40. " £60.
1st Saloon "B"	Accommodation Single £51. Return £91.
2nd Saloon "B"	" " " £55. " £85.
3rd Saloon "B"	" " " £42. " £63.
4th Saloon "B"	" " " £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

## PROPOSED SAILINGS:

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave STORM	Due at Marseilles	Due at London
	about	about	about	about	about	about
NAGOYA	Dec. 20	Dec. 23	Jan. 1	Jan. 7	Feb. 2	Feb. 10
NANKIN	Jan. 5	Jan. 15	Jan. 20	Jan. 26	Feb. 23	Mar. 3
NILE	Jan. 19	Jan. 23	Feb. 3	Feb. 9	Mar. 8	Mar. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £55 Single; £97 Return; 2nd Saloon £51 Single; £85 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £91 Return; 2nd Saloon £42 Single; £83 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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NIPPON YUSEN KAISHA  
THE JAPAN MAIL STEAMSHIP CO

## PROJECTED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope	15,000	WEDNESDAY, 23rd Dec., at 10 A.M.
VICTORIA, B.O. and SEATTLE via SHANGHAI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. T. Hori	12,500	TUESDAY, 15th Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 29th Dec., at Noon.
ALCUTTA via SINGAPORE, PENANG and RANGOON	TANGO MARU Capt. Soyama	13,500	WEDNESDAY, 16th Dec., at Noon.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU Capt. B. Takeda	9,600	WEDNESDAY, 13th Dec., at Noon.
SHANGHAI and KOBE	TOSA MARU Capt. Takano	12,000	SATURDAY, 26th Dec.
SHANGHAI and KOBE	KIRIN MARU Capt. Tsuda	5,000	TUESDAY, 8th Dec.
SHANGHAI and KOBE	SANUKI MARU Capt. Date	12,500	FRIDAY, 18th Dec.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	9,600	TUESDAY, 15th Dec., at 5 P.M.
KOBE and YOKOHAMA	KATORI MARU Capt. B. Kon	20,000	THURSDAY, 17th Dec., at 11 A.M.

§ Wireless Telegraphy.

## PASSENGER SEASON FOR 1915.

## FOR EUROPE.

Steamers	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	15,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May
KITANO	16,000	20th May
FUSHIMA	25,000	3rd June

## FOR AMERICA.

Steamers	Displacement	Leave Hongkong
AKI MARU	12,500 Tons	Tues., 26th Jan.
SAJO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241

18-9-10



